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Regulatory Support Division

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IN THIS UPDATE

SPORT PILOT INFORMATIION

Paul, reference your second item - the Sport Pilot DPE's. You can also pass along that if DPE's have any questions on the Sport Pilot proposal and what the proposed requirements are to become qualified as a Sport Pilot DPE (or DAR) they can call EAA's expert - Joe Norris on our toll free number 888-359-1232. We are finding that because the rule is still in the rulemaking process that many FSDO's do not have all the information necessary to answer specific questions on the subject - we do and we welcome their calls.

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Approach Systems

I had a question about different approach systems the other day and did some looking in the FAQ's on 14 CFR Part 61. See the answer from AFS-840 below.

QUESTION: Reference: FAR 61.65 (d), the Practical Test Standards (FAA-S-8081-4B) and the October AFS-600 DESIGNEE UPDATE considered.

Can an applicant going for an initial instrument rating use a VOR as one of the non-precision approaches and then use a VOR/DME or TACAN WITH AN ARC as the second non-precision approach.

It seems that one could do that based on the following reasoning: We require an ILS. "That is a given." However, we then say that an applicant can use a localizer as one of the non-precision approaches.

ANSWER: Ref. §61.65(a)(8); An applicant for an instrument rating (i.e., Instrument-Airplane rating for example), the Instrument Rating PTS, FAA-S-8081-4B, Area of Operation VI "Instrument Approach Procedures" requires an applicant to be tested on 3 different kinds of approaches consisting of one precision approach and two non-precision approaches. Therefore, the precision approach has to be an ILS navigation system. We don't want an examiner to use a Radar PAR approach at an Air Force base.

The two non-precision approaches you pick from the following kinds of instrument approaches using **DIFFERENT KINDS** of navigation systems:

1. NDB
2. LDA
3. VOR
4. GPS
5. SDF
6. LOC

As an example, it means the examiner picks an NBB approach and LDA approach. Or, the examiner can pick a GPS approach and a VOR approach. Or, the examiner can pick a SDF approach and a LOC approach. Or, the examiner can pick a VOR approach and a LOC
approach. ETC.
{Q&A-160}

Vmc Demo

I had a question the other day from a concerned multiengine airplane pilot. He has been hearing that DPE's are asking applicants to regurgitate "Vmc is lower with the gear down" during the knowledge testing on Vmc Demo. Let's take a look at some of the elements in this TASK that might prompt this to happen.

Element 1. Exhibits knowledge of the elements related to Vmc by explaining the causes of loss of directional controls at airspeeds less than Vmc, the factors affecting Vmc and the safe recovery procedures.

The area that gives us the problem is **"the factors affecting Vmc".** This should be explained by the applicant during the knowledge questioning on this TASK. What are they? The first thing that comes to mind is the increased drag with the landing gear down. This would be identified as dangerous since most small light twins will not be able to climb with the landing gear down and Vmc was determined with the gear up. Another factor would be does the extension of the landing gear have a stabilizing effect? Will Vmc be lower? During aircraft certification, this was not evaluated, depending on landing gear design relative to aerodynamic center of lift this may or may not be a stabilizing factor. I don't think we want an applicant to become an experimental test pilot on the Practical Test. **There would be no right or wrong answer to this question**.

The reality of the testing is that Vmc is a takeoff configuration test with the landing gear up. Leaving the gear down causes other problems and is not a realistic condition on most multiengine airplanes. In normal circumstances , as soon as the airplane is airborne the gear is retracted to reduce drag. If an engine fails at this point the pilot does not put the gear down to lower Vmc (even if the design is directionally stabilizing) because the airplane is going to fly away with the gear up at minimum drag. Now, if the airplane does not have the performance to fly away it may have to land and it is usually advisable to land with the gear down. In this case

Vmc may change, but it is not a case we use in aircraft certification (the pilot also has the option of reducing power for the landing and this is directionally stabilizing).

DPE AUDITING

Many FSDO's are having their DPE files audited by higher headquarters. In preparation for this they are checking the training records of their DPE's. If you need to verify that training has occurred for Initial or Recurrent DPE training please send an E-mail to Denna.Lamson@faa.gov if the training is after February 1993 and if it is before this date send the e-mail to Edward.J.Galasso@faa.gov. Please provide the full name of the DPE and the pilot certificate number. If you know the dates of training please provide them. You will receive an E-mail confirming that the training has occurred **but you will not receive a certificate**.

FOREIGN APPLICANTS

There still seems to be some confusion on when an applicant should use the Verification of Authenticity of Foreign License, Rating, and Medical Certification Form.

If a foreign applicant applies for a U.S. Standard Pilot Certificate without using any foreign license they have to take a knowledge test and a Practical Test. They do not need to have the Verification of Authenticity of Foreign License, Rating, and Medical Certification form filled out before the Practical Test. This form is used **only** when the foreign applicant applies for a Restricted U.S. Pilot Certificate based on their foreign pilots license. See the FAA Home page for guidance and the form. Look under **Foreign Pilot's: U.S. Certification** in the center of the first web page.